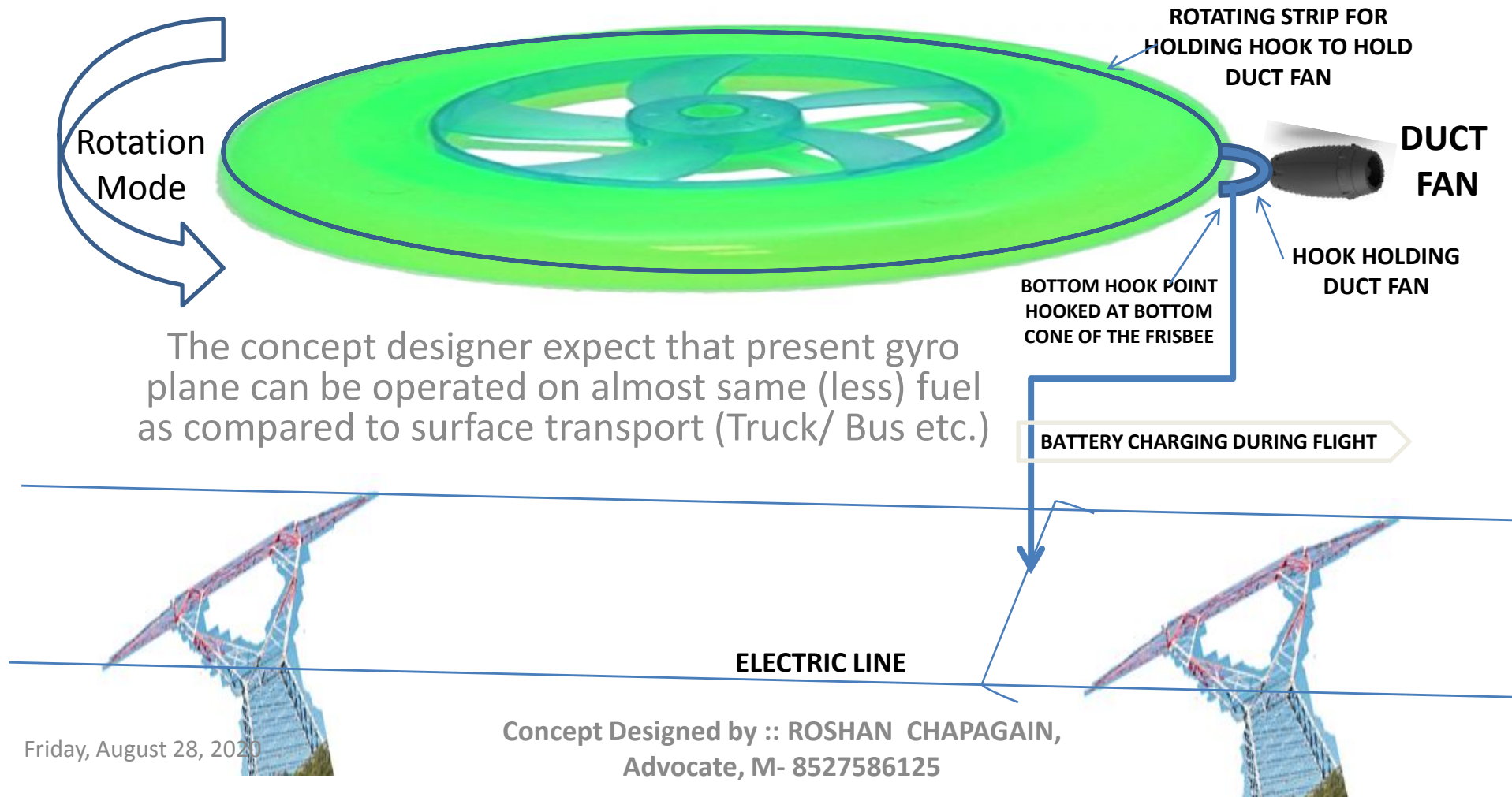


# FRISBEE SHAPED VERTICAL TAKE OFF/ LANDING GYRO PLANE

1

Alternative to Surface Transport



# PRESENT CRAFT IS RESEARCH EXTENSION OF FAIREY ROTODYNE (UK) VIZ. HALF HELICOPTER & HALF PLANE MODEL CRAFT 2



Developed during the 1950s and early 1960s, the infancy of the helicopter, the UK government hoped it would become a form of mass transport.



It used to take off vertically using helicopter rotors with jets at their tips but powered forward by turboprops on the wing, it was to allow quick travel between cities and towns in the UK and around Europe. But the project died through a combination of lack of funding and concerns over noise.



The Present Project was then dropped due to Noise Problem and the then British Government stopped further research funding so it stalled.



Rotodyne has capacity to glide slower than parachute with the help of top rotor. Hence, no fuel needed for landing & rotation of top rotor can be even used for generation of electric battery charging after using Gravity Energy. The concept designer is inspired from this Plane

# PLATFORM DESIGN CONCEPT FOR VERTICAL TAKE OFF/LANDING FRISBEE SHAPED GYRO PLANE 3



# PROPERTIES OF FRISBEE SHAPED GYRO PLANE 4

There may be many different designs of Gyro Planes which is matter of record for other intellectuals to study/consider, but the presenter of the present Power Point presentation Advocate Roshan Chapagain is of the view that model Gyro Plane to be built in future as per his suggestion after proper Research and Development process should have following capacities:-

- (1) It should have capacity to tap up-to 80% of self generated air friction of the plane on its own. It is whereas the currently available planes have no such capacity to tap self-generated air friction.
- (2) It should have capacity for not to release hot air in the atmosphere while releasing inertia of thrust of air for creating momentum for the plane to fly in the sky. The current day (non-jet) propeller planes also do not release hot air for creating inertia of thrust of air to fly the plane.
- (3) It should have capacity to use direct electric light from electric wire like trains. Hence, it saves national money required for importing expensive petroleum fuel.
- (4) It should have capacity to tap the air friction energy released from room temperature air thrust engine installed at the tale of the plane in case all planes are to be flied in parallel to electric line in protocol based single speed velocity and other different disciplines in synchronized fashion.
- (5) It should have capacity to operate from very small set-up aerodrome.
- (6) It should have capacity to redress the pressure on land requirement for construction of road/ rail etc. as present mode of transport uses less fuel in equivalent to surface transport , viz.; equivalent to buses / trucks/ rails etc.
- (7) It should have capacity to fly on low height as it has capacity to self-tap its own air friction energy/ inertia and there is no requirement for Gyro Plane to take off up-to extreme height for the purpose of getting thin air in the high sky. Hence, it additionally preserves energy as compared to other model planes when traditional planes requires to lift the plane up-to extreme height which requires huge energy for take off and landing purposes.
- (8) It should have capacity to tap the gravitational energy while landing when traditional plane requires extra energy for landing the plane.
- (9) It should have capacity to tap wind power of the sky on any windy days and also should have capacity to tap solar energy in the sky.

**Conclusion = To oppose the R&D of Gyro Plane is mere arrogance!**

Friday, August 28, 2020

Concept Designed by: ROSHAN  
CHAPAGAIN

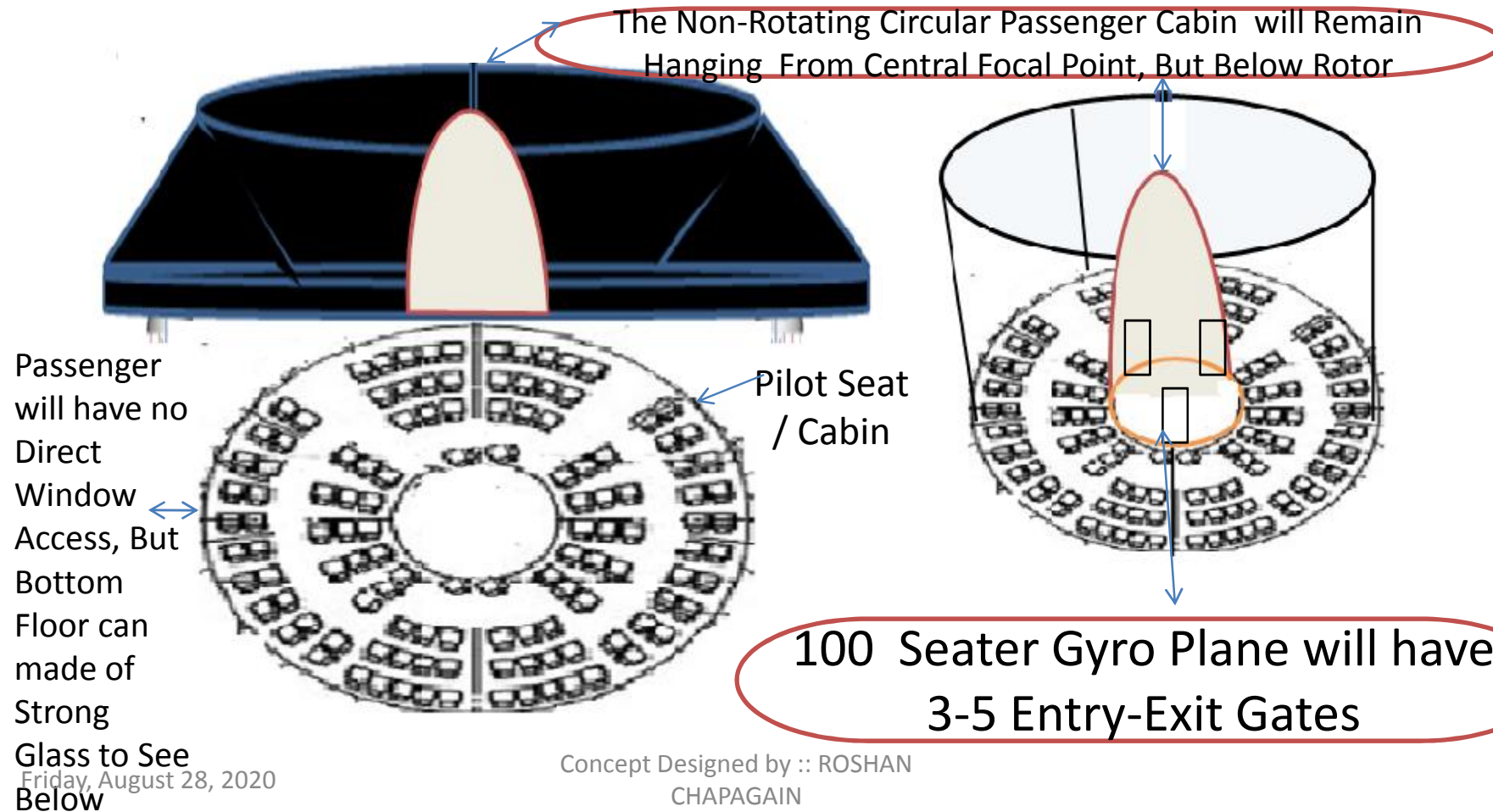


# DESIGN OF THE PASSENGER CABIN

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The Frisbee Shaped Gyro Plane Along With Battery System & Rotors Except Circular Passenger Cabin Always Rotate Simultaneously to Get the Gyroscopic Effect,

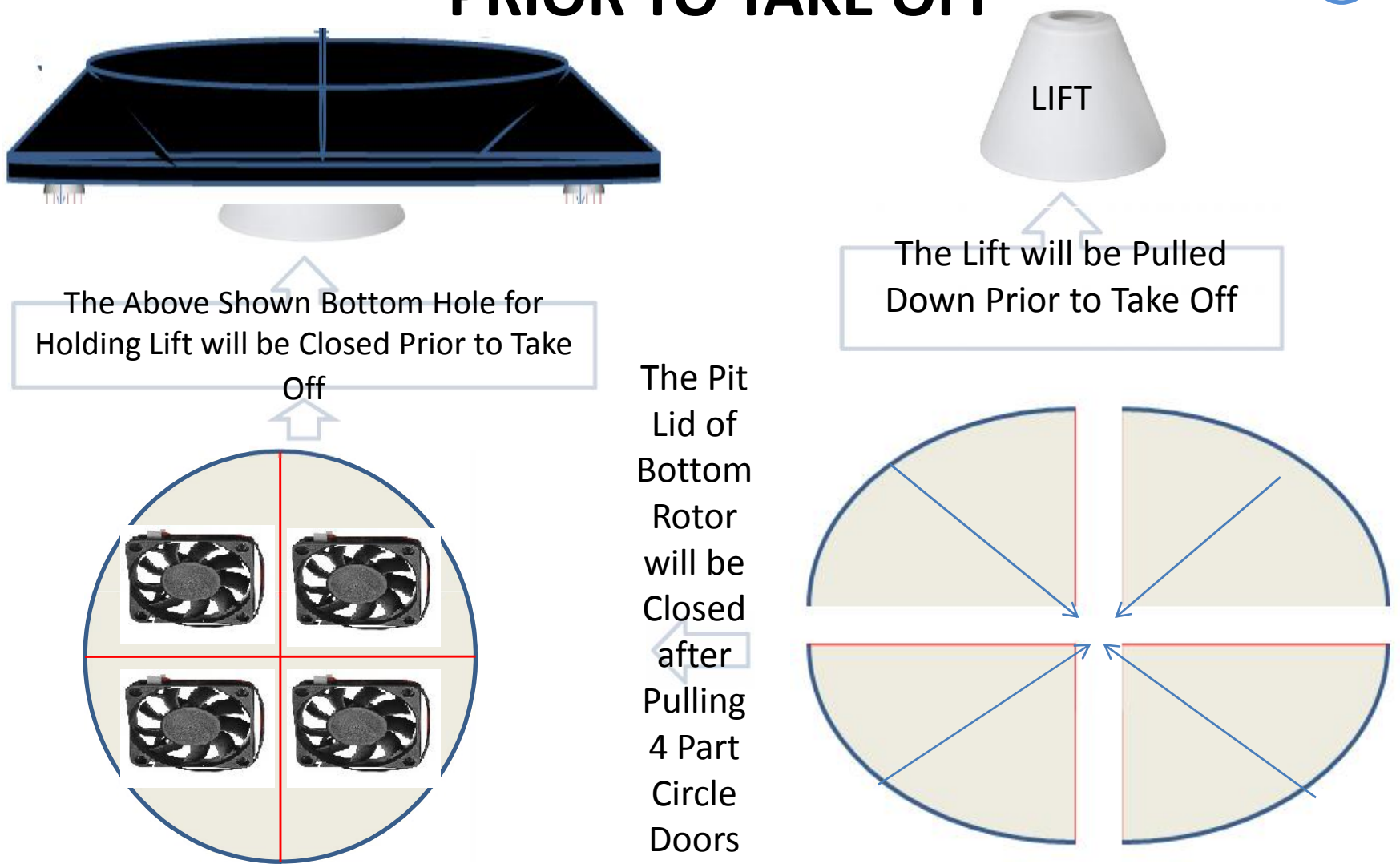
The Non-Rotating Circular Passenger Cabin will Remain Hanging From Central Focal Point, But Below Rotor



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Below

# DESIGN OF THE CLOSURE OF BOTTOM FLOP 6 PRIOR TO TAKE OFF



Each part of bottom lid have separate Reverse Fan System to make electric charge from air pressure from upper fan plus gravity charge during landing

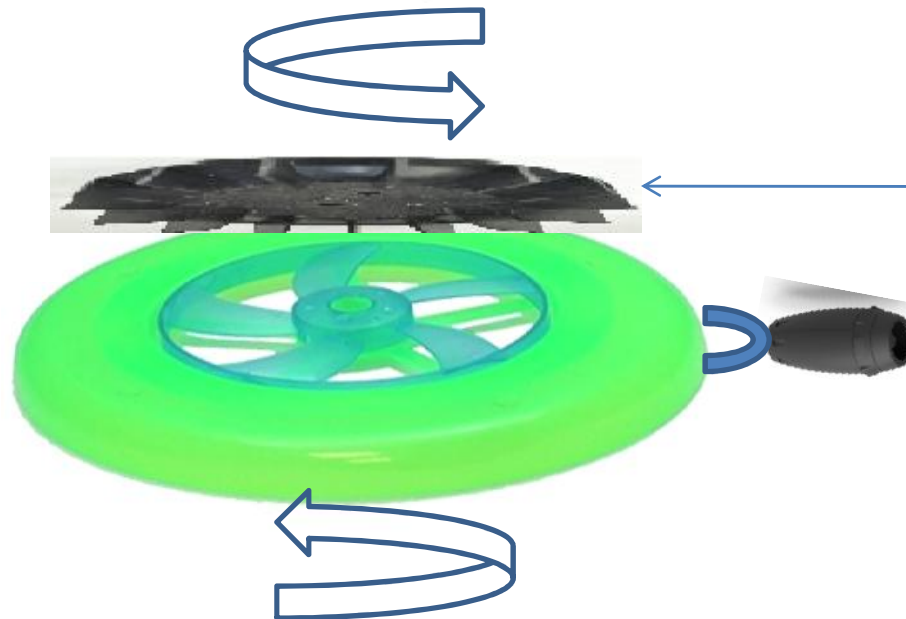
# VERTICAL TAKE OFF

7

The Covering Top Rotor and Gyro Plane will made opposite direction movement For Getting Gyroscopic Effect So that it may not fall flat

Inbuilt Fan of the Frisbee (move on same direction of Frisbee) Will Continuously Suck Atmospheric Air During Vertical Take Off and Store It On Tank Below It

IT IS DUE TO CONTINUOUS SUCKING OF AIR FROM UPPER FLOP WILL HELP TO LIFT THE PLANE ABOVE



THE PARTLY COVERING ROTOR FLOP AT THE TOP OF THE FRISBEE SHAPED GYRO PLANE WILL CREATE EFFECT OF PIPED VERTEX LIFT AFTER CREATING EFFECT OF TORNADO LIFT

The Compressed Air inside air tank below will be released below and electricity will be generated while releasing it

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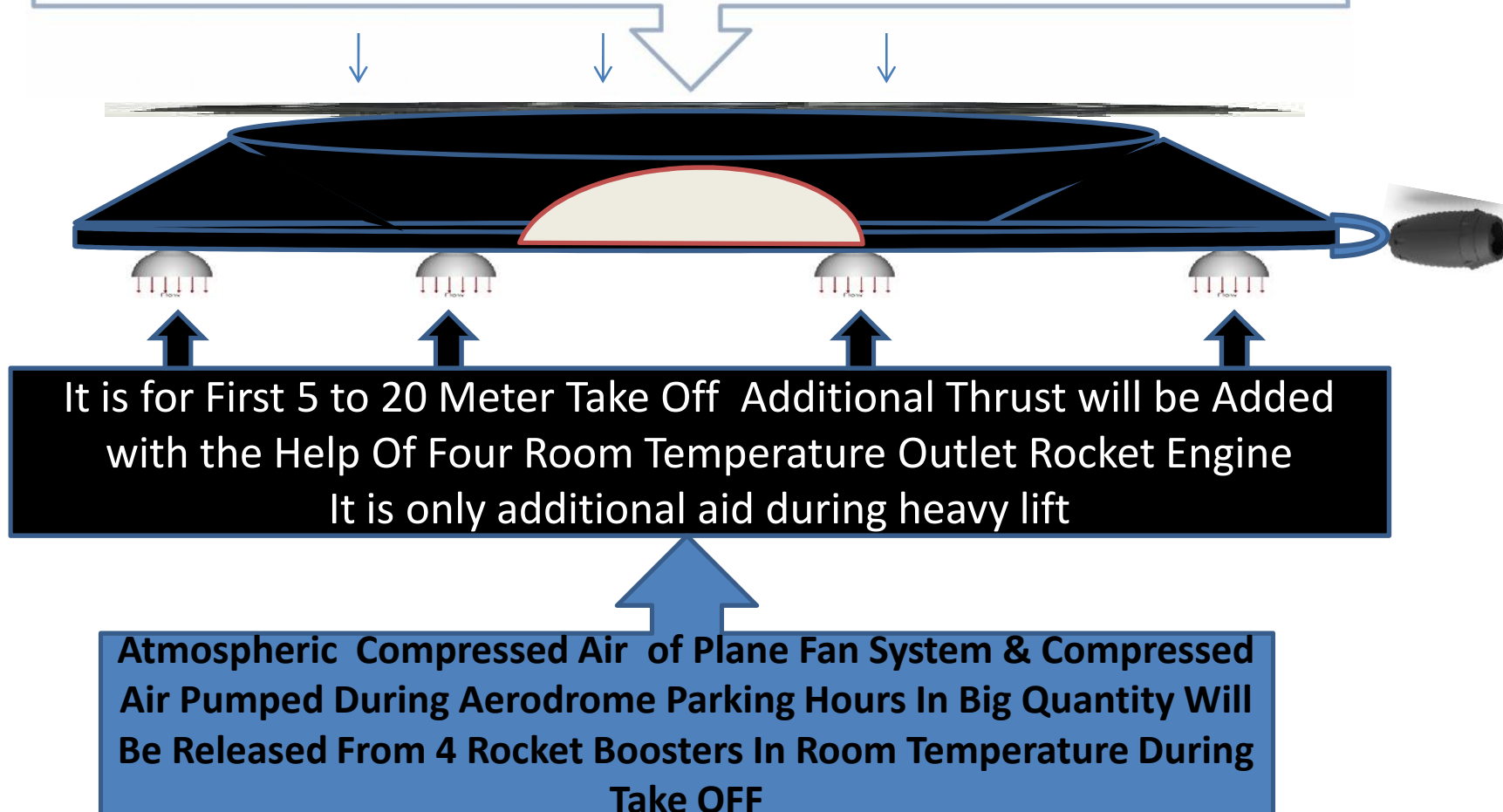
Concept Designed by :: ROSHAN CHAKRABORTY

# ADDITIONAL ROCKET ENGINE THRUST

## During Vertical Take Off

8

It is due to upward thrust attained due to atmospheric air sucking by Inbuilt Duct Fan (Tornado effect) and due to upward thrust created by 4 (room temperature Compressed Air Made) rockets, the plane will take off from the ground

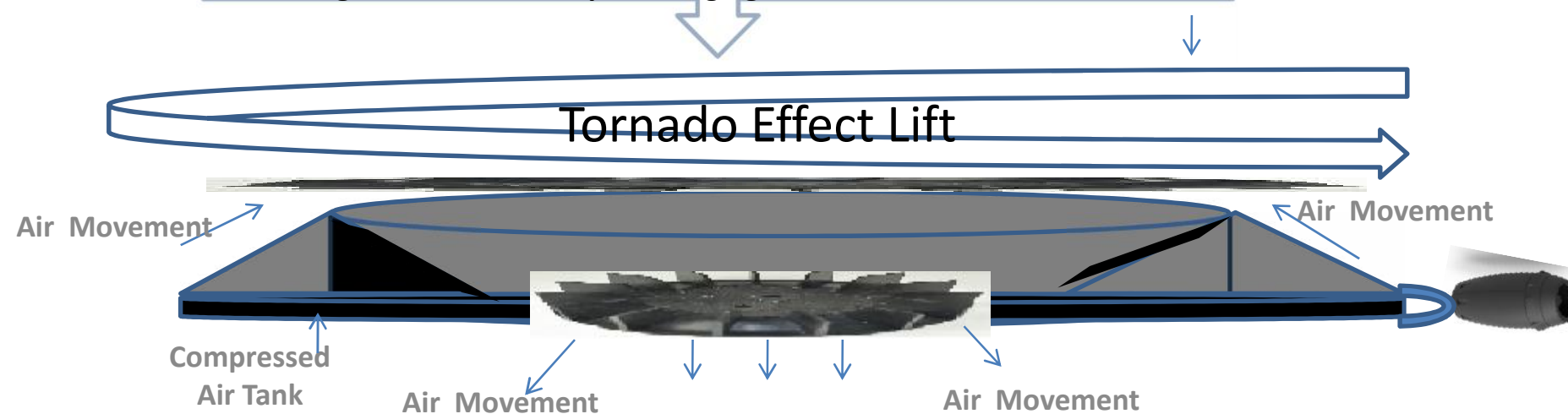




# ENGINE FUNCTION AFTER 05-20 METERS VERTICAL TAKE OFF

9

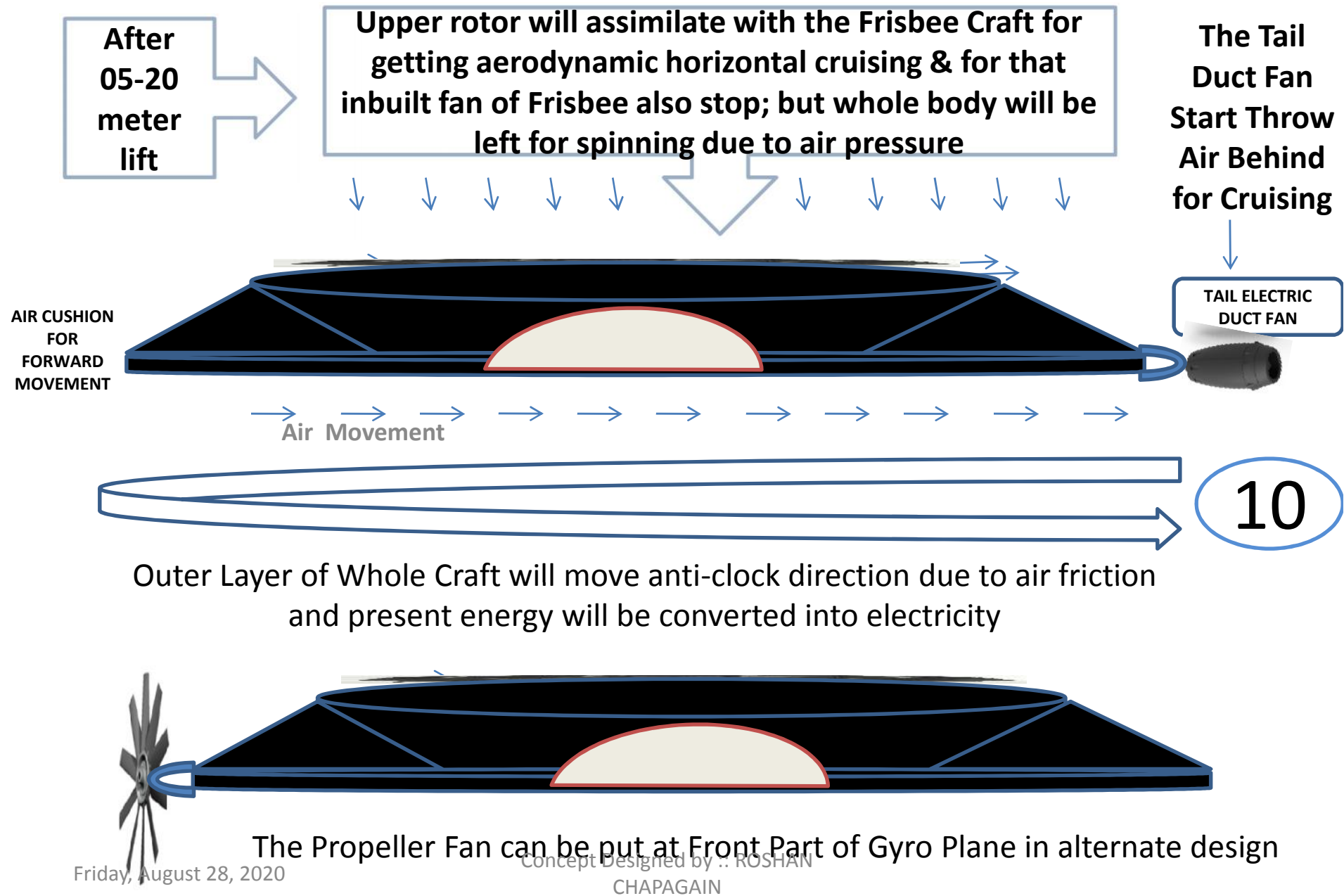
It is for Constant Hanging the Gyro Plane on the Sky, the Upper Rotor Keep on Moving Opposite Direction of Gyro Plane and Inbuilt Fan will keep on Sucking Air and It will Keep on Hanging on the Air due to Tornado Effect



Below Flop Fan Will Keep on Generating Electricity from the Compressed Air Coming from Upper Fan

It Is Due to Horizontal Gyroscopic Opposite Direction Movement of both Upper Rotor and Lower Inbuilt Fan Plus Thrust Created Due to Sucking of Air (Tornado Effect); the Plane will Automatically Remain Lifted in the Mid Air

# ENGINE FUNCTION FOR CRUISING ON THE HORIZONTAL MODE



# ALTERNATE ENGINE FOR HORIZONTAL CRUISING

11

The Front Duct Fan Start  
Sucking Air From Front and  
Keep on Storing Compressed  
Air Inside the Plane

Piped  
Vortex  
will be  
create<sup>d</sup>  
at fror  
to create  
thrust  
towards  
front  
PILOT CABIN



The compressed Air will be passed through pipe inside the plane

It is in case success of

R&D of present model forward momentum for  
horizontal plying; it will help to reduce fuel cost of  
the plane



The compressed air sucked while  
plying horizontal will be released  
after taking energy tapping  
(Electric Battery Charging)



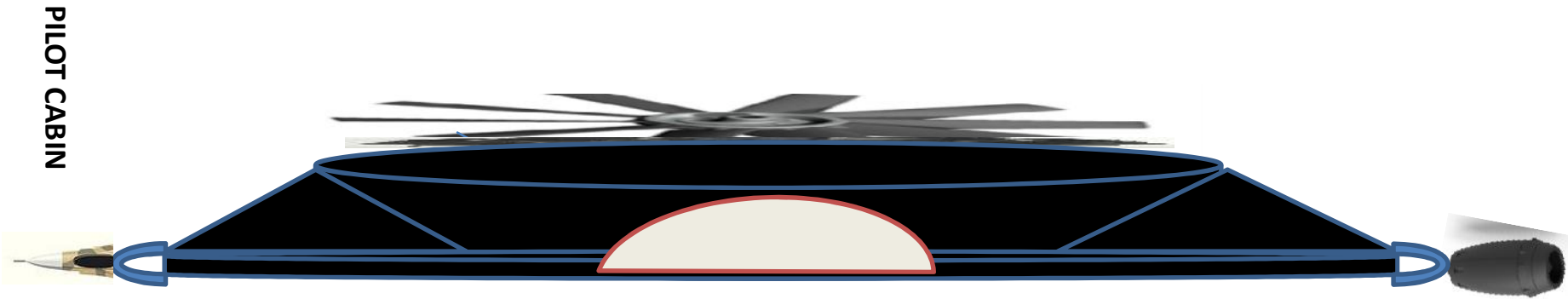
The current day helicopter throw lot of air in the atmosphere for its both vertical and horizontal momentum and due to which it creates lot of nuisance of noise and flying of nearby roof/ trees / dust etc. The present model based R&D will tap such energy into battery charging and reduce fuel bill

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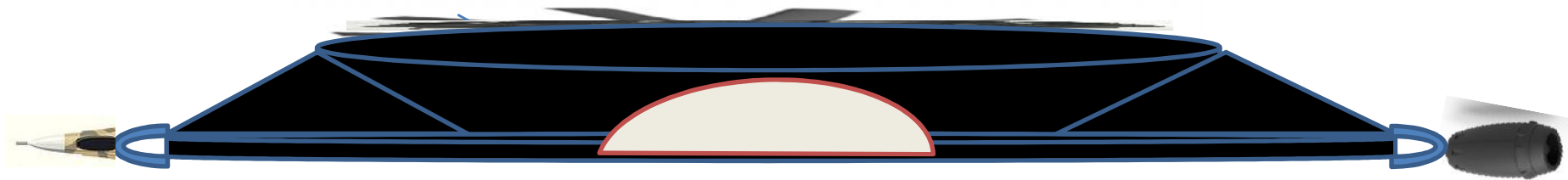
Concept Designed by CHAPAGAIN

# TRADITIONAL HELICOPTER ROTOR CAN ALSO BE ALTERNATELY USED

12



Till Such time for R&D of Tornado Effect vertical vortex lift is being developed/ researched; it is possible to use traditional helicopter rotor blade based coanda effect based vertical lift



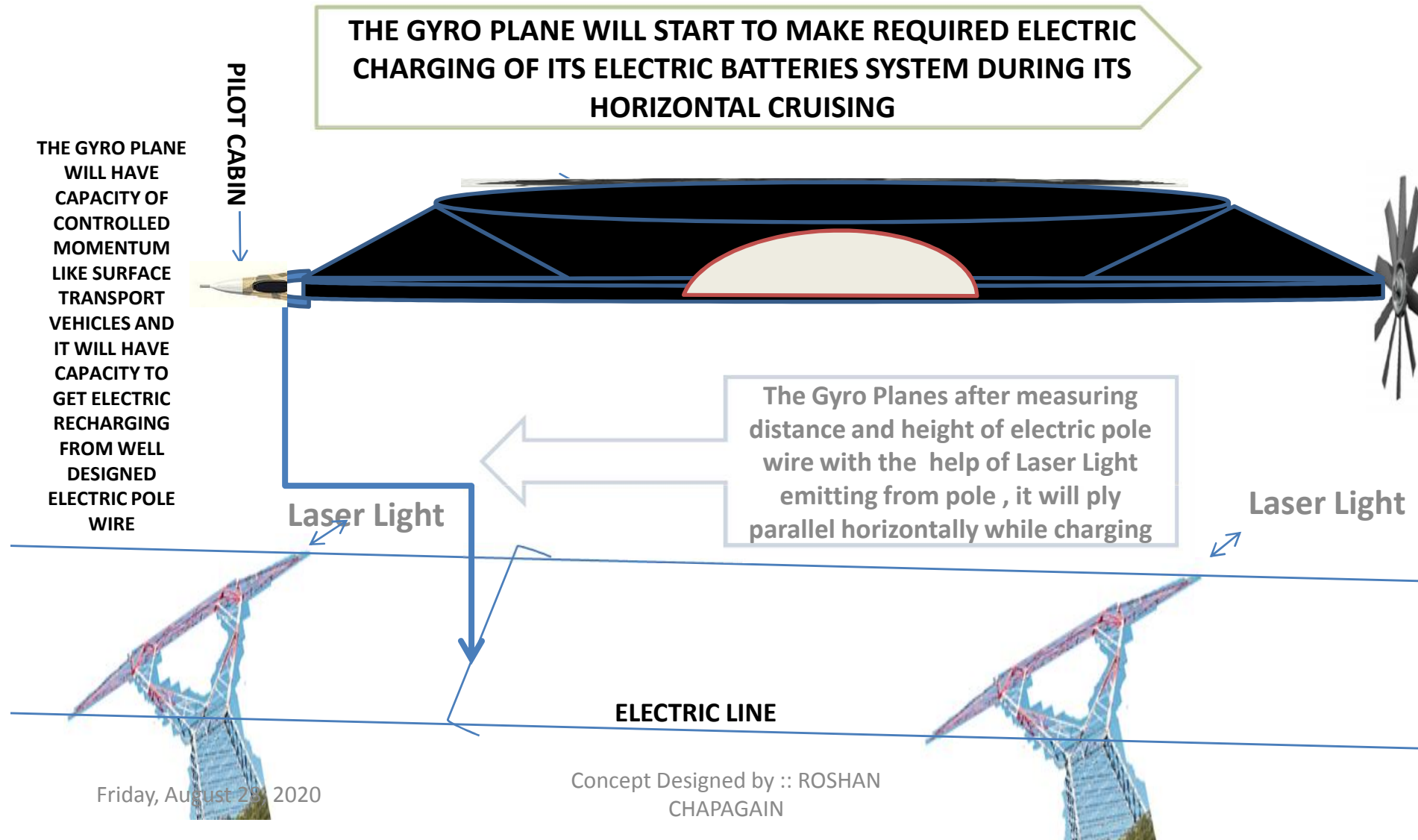
It is when craft reached upto 5 to 20 meter height; the tail duct fan start to run and put thrust ahead and made horizontal cruising ahead when top rotor blade will be lowered down to assimilate to the plane itself

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CHAPAGAIN

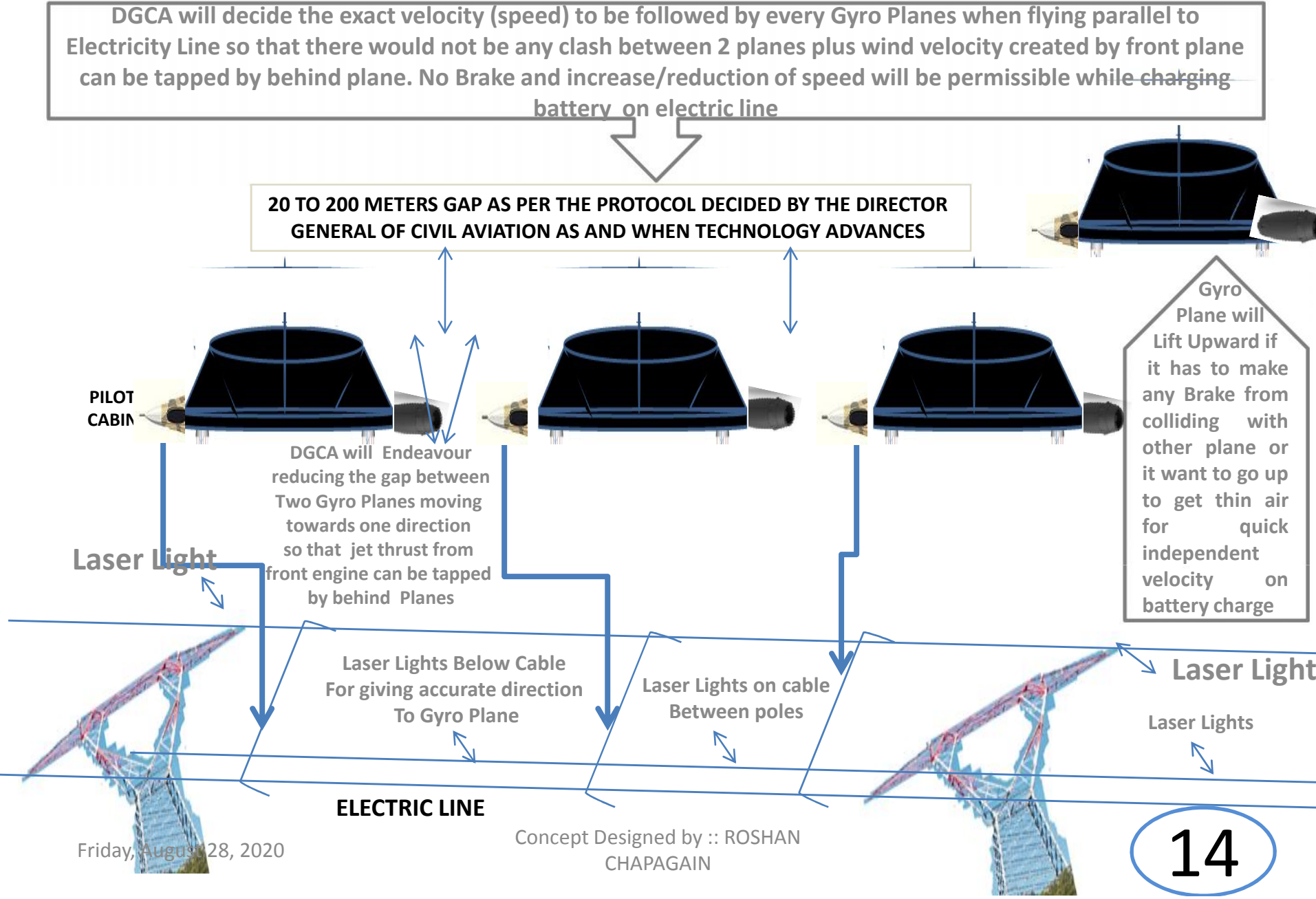
# ELECTRIC BATTERY CHARGING DURING HORIZONTAL PLYING OF GYRO PLANE

13





# PROTOCOL FOR PARALLEL MOVEMENT OF MULTIPLE GYRO PLANES



# SPECIAL CHARACTERISTICS OF WIND & SOLAR CHARGING OF GYRO PLANE DURING FLIGHT

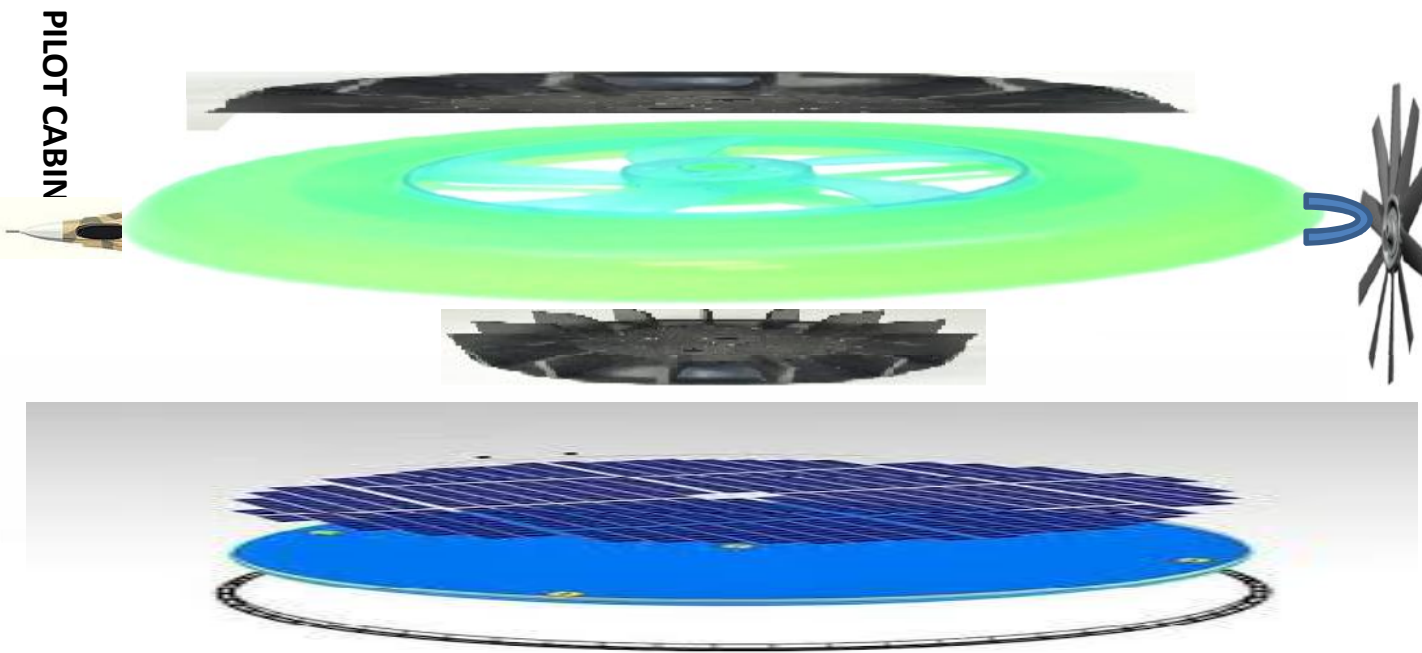
15

The Gyro Plane will have one special characteristics to get High Velocity Atmospheric Wind & Solar Energy recharged into either electric battery charging and tap the wind energy in the sky

IT IS DURING HIGH VELOCITY ATMOSPHERIC WIND, ALL 2 MAJOR FANS WILL START TO RUN ON THE GYRO MOVEMENT OF THE PLANE AND GET ELECTRIC BATTERY SYSTEM CHARGED

IT IS FOR TAKING MOMENTUM OF GYRO PLANE ON THE SKY, IT IS NECESSARY TO KEEP ON JET/ PROPELLER THRUST FROM ITS ROOM TEMPERATURE JET/ PROPELLER ENGINE,. IT IS ON SUCH OCCASION IT WILL BE PRUDENT TO GET HIGH VELOCITY ATMOSPHERIC WIND & SOLAR ENERGY RECHARGED INTO ITS BATTERY SYSTEM TO REDUCE THE FUEL BILL OF THE PLANE SO THAT IT MAY ECONOMICALLY COMPETE THE SURFACE TRANSPORT (HIGH SPEED TRAIN / BUS ETC)

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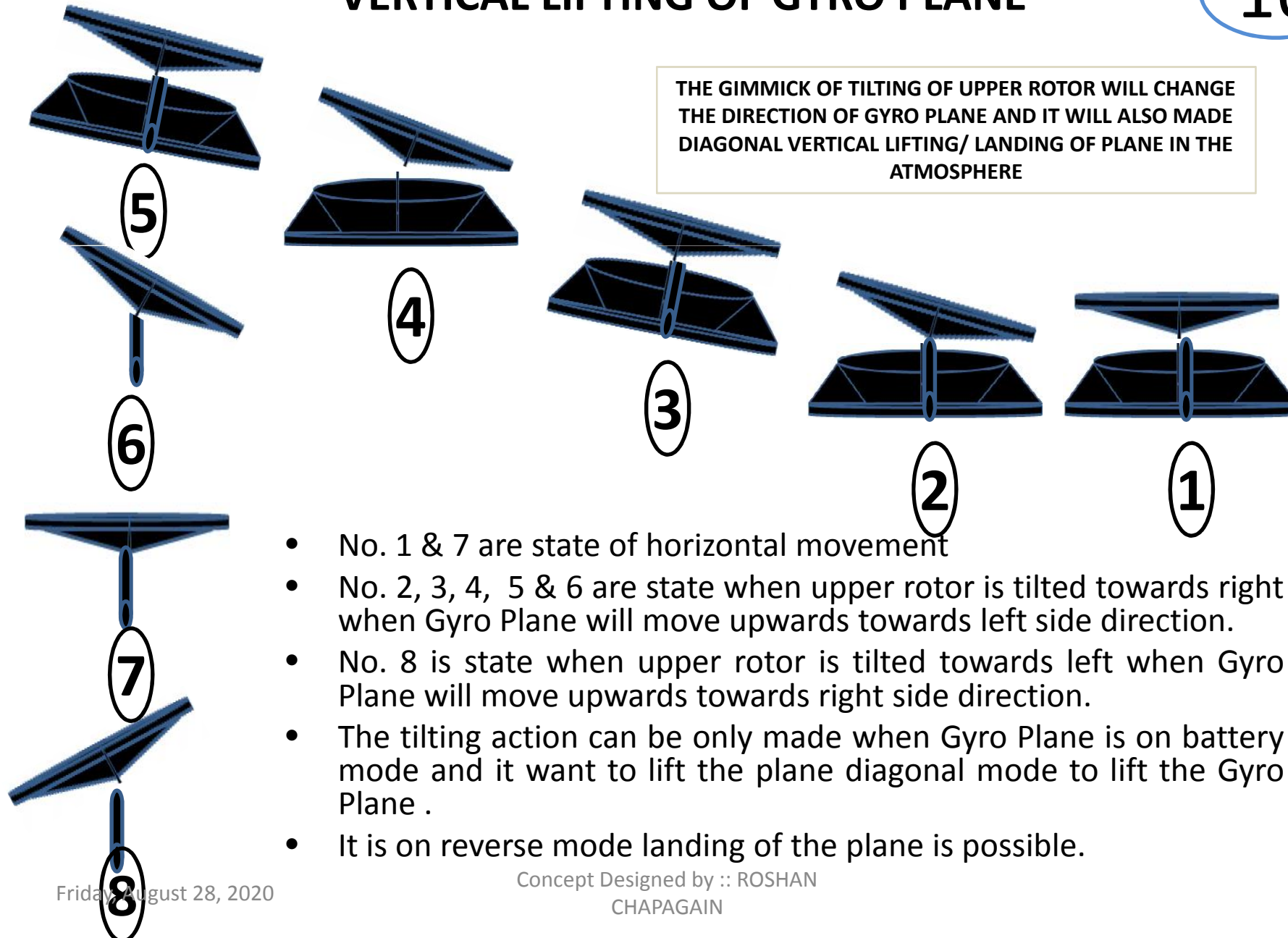


THE TOP PORTION OF GYRO PLANE CAN BE AIDED WITH SOLAR CHARGING FACILITY AS IT WILL ALWAYS REMAIN AT SOLAR DIRECTION TO MAKE SOLAR CHARGING

Concept Designed by :: KOSHAN  
CHAPAGAIN

# PROTOCOL FOR TILTING OF ROTORS FOR DIAGONAL VERTICAL LIFTING OF GYRO PLANE

16

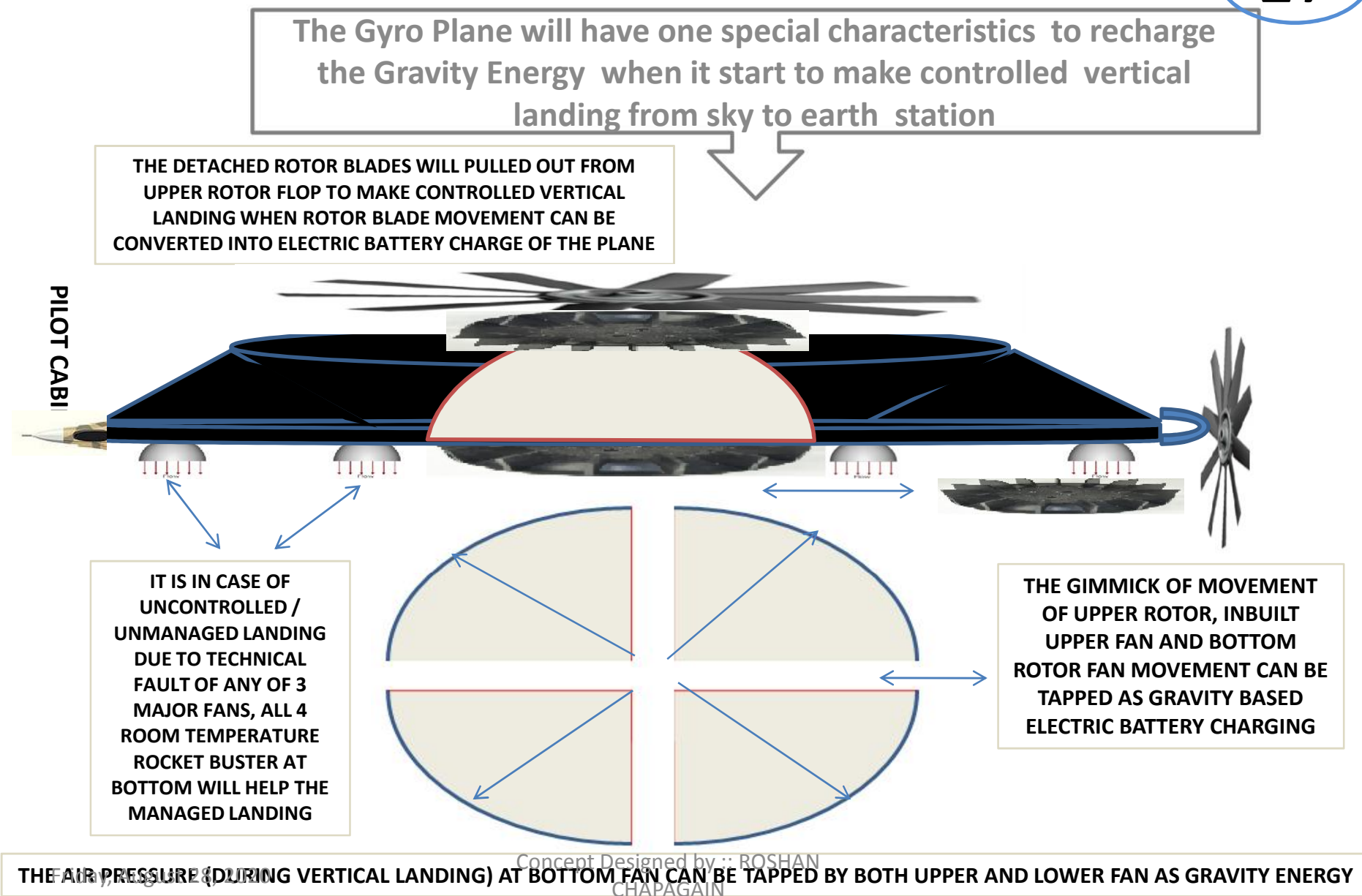


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CHAPAGAIN

# VERTICAL LANDING & RECHARGE OF GRAVITY ENERGY

17





# EVACUATION LANDING BEFORE SEA/WATER BODIES / AGRICULTURE FIELDS

18

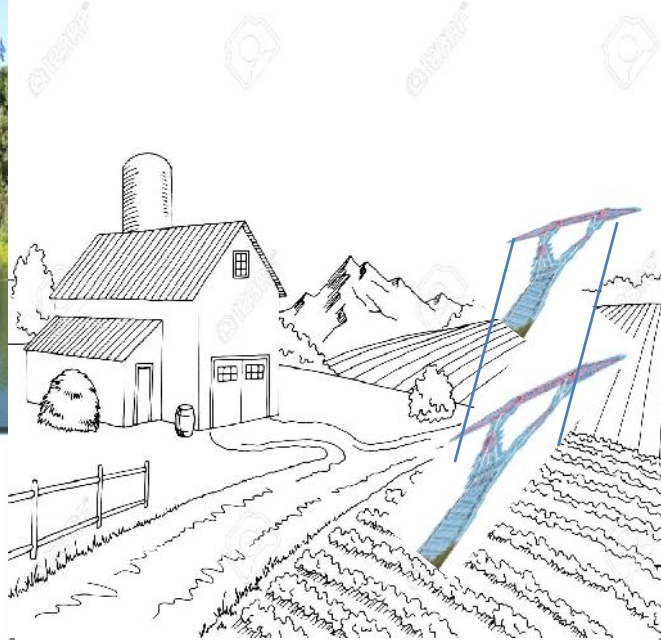


The Gyro Plane is designed as flat surfaced and due to such reason it will never merged inside water

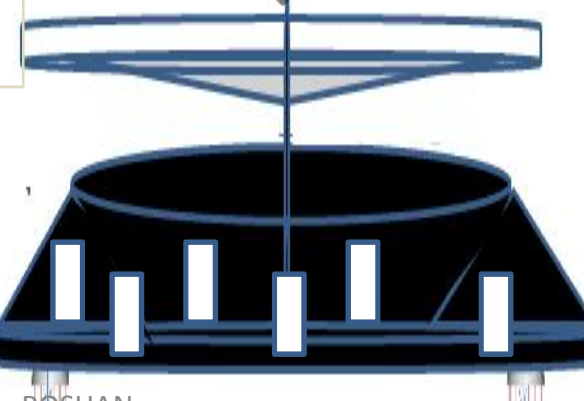


IT IS INSTEAD THE WHEEL INSTALLED BELOW THE PLANE WILL CRUISE THE GYRO PLANE ABOVE THE SURFACE OF THE WATER AND AFTER REACHING THE BANK OF SUCH WATER BODIES, IT WOULD BE POSSIBLE TO EVACUATE THE PASSENGER

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The Gyro Plane is designed as flat surfaced and due to such reason it can be easily evacuated / landed above agriculture field and/ or well sized roof top of a building



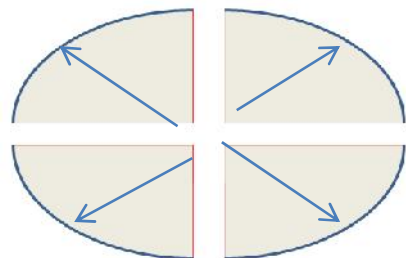
IT IS FOR ENSURING SAFE EVACUATION OF THE PLANE, IT WILL BE MANDATORY TO LEFT 30 METER AT BOTH SIDE OF ELECTRIC POLE VACANT AND ONLY ALLOWED FOR CULTIVATION PURPOSE. PLANTATION OF TREE/ GARDEN WILL NOT BE PERMISSIBLE

The Gyro Plane is designed as flat round size and due to such reason the Passengers can be evacuated from **evacuation doors**

Concept Designed by :: ROSHAN  
CHAPAGAIN



# FINAL LANDING PROTOCOL



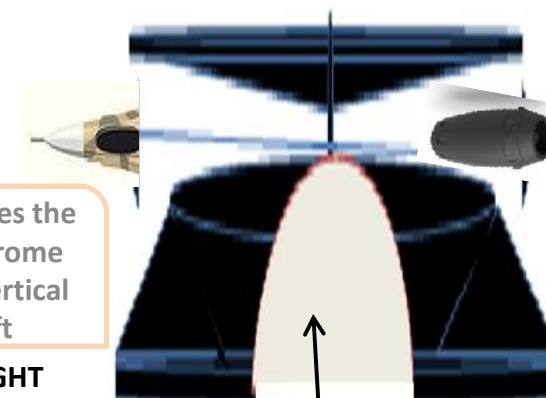
The Gyro Plane will slide its all 4 sliding bottom Pit Multipurpose Fan Flip opened flr landing

THE PASSENGER AFTER USING CURVED CONCAVE -RADIAL SLIDING DOOR CAME OUT FROM SPECIALLY DESIGNED AERODROME LIFT



The Gyro Plane in the Sky catches the laser light emitting from aerodrome platform lift and ensure safe vertical landing on the top of the lift

LASER LIGHT



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CHAPAGAIN

# ADVANTAGES OF GYRO PLANE?

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- ❖ This plane will take very few land for taking off/ landing/ parking purpose and indirectly help agriculture sector after allotting sufficient land for cultivation purposes.
- ❖ This Plane operates on electric light through specially designed high-tension electric pole and it help the balance of payment problem of the Government.
- ❖ This plane has capacity to tap the air friction energy generated from flying of planes; which is not otherwise available in other mode of planes.
- ❖ This plane will use less than 25 % of fuel in comparison to current available planes
- ❖ This plane has capacity to tap the gravity energy.
- ❖ This plane has capacity to become alternative to all modes of surface transport and reduce the pressure of land demand for infrastructure purpose.
- ❖ This plane has capacity to operate greener version fuel.
- ❖ This plane has capacity to tap the energy of atmospheric air/wind.
- ❖ Lot more